

Construction: Year in Review

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Upgrading the Crossroads of America

During the 2002 construction season, INDOT invested approximately \$647 million in construction projects across the state.

The four largest of these projects: Revive 65, the I-65/U.S. 30 interchange project, the I-465/70 interchange and pavement replacement project and the I-70 relocation project totaled almost \$170 million.

I-65/U.S. 30 Interchange Lake County

The largest project in northwest Indiana was the reconstruction of the I-65/U.S. 30 interchange in Merrillville. Slated to take eight months, construction finished three weeks early.

The design/build project, which started in early March 2002, modified the interchange to reduce "weaving" in and out of traffic. Weaving often caused vehicles to stop or slow, creating congestion and backups.

The project eliminated the north-east and southwest cloverleaf ramps and replaced them with a more efficient interchange. Travel lanes were added to the northwest and southeast cloverleaf ramps. Lanes were also added to eastbound and westbound U.S. 30 to alleviate congestion. The remaining cloverleaf ramps will only be used by vehicles moving from U.S. 30 to I-65.

The estimated project cost was \$29.5 million.

I-70 Relocation/Six Points Road Interchange Marion/Hendricks Counties

In November 2002, INDOT began a two-year project to relocate I-70 between I-465 and Six Points Road near Indianapolis. The roadway will be moved approximately 500 feet to the south to more closely parallel the Indianapolis International Airport. The project is expected to be completed in late 2004 with an estimated cost of \$187 million.

The first phase includes environmental relocation and grading work for I-70 and the interchanges. A total of 2.8 million yards of earth will be moved for this project.

The relocation project is just one part of a larger transportation development plan which includes the new midfield terminal at the

Indianapolis International Airport, a dedicated interchange into the new terminal, an interchange on I-70 at Six Points Road and the construction of local roads connecting S.R. 67 and U.S. 40 to the new interchange.



Revive 65 Clark County

Revive 65, started in 1999, is an investment in improving a 10-mile stretch of Interstate 65 in southern Indiana from the Ohio River to Sellersburg. This heavily traveled, four-lane interstate, which was built in the late 1950s and 1960s, has deteriorated and needs rebuilding. It also needs additional lanes to safely meet ever-increasing traffic demands.

Revive 65 will be completed in 2004.

The reconstructed I-65 will feature:

- Eight lanes between the L&I Railroad overpass and the southern-most ramps of I-265
- Six lanes between the Kennedy Bridge and the L&I Railroad overpass and between I-265 and State Road 311
- Frontage roads parallel to I-65 to improve local access between the L&I Railroad overpass and the new Intercity Highway
- Reconstructed interchanges

As part of this \$250 million construction project, INDOT is committed to keeping inconvenience to a minimum through planned traffic maintenance and public involvement. Two lanes of the mainline interstate are open in each direction during all daylight hours and no exit ramps have been closed.

INDOT holds public meetings twice a year for residents and businesses to keep updated on construction progress and upcoming plans.

I-465/70 Interchange Marion County

The I-465/I-70 interchange and widening project on the east side of Indianapolis was completed in November 2002. This project began in spring 2001 and cost approximately \$68 million.

During the first year, I-465 was widened in both directions between 10th Street and Pendleton Pike on

the northeast side of Indianapolis. I-465 now consists of at least three through lanes with auxiliary deceleration and acceleration lanes in both directions. In addition, the 16th and 38th Street bridges over I-465 were replaced as part of this first phase. During 2002, all of the ramps at the I-465/I-70 interchange were improved and/or replaced. The

most notable change took place with the replacement of the one-lane cloverleaf ramp from southbound I-465 onto eastbound I-70 with a two-lane flyover ramp. The ramp from eastbound I-70 to northbound I-465 was also widened to two lanes.

Our people, Our values

Daryl Mickens

Human Resources Division



Daryl Mickens is a diversity recruiter for the Human Resources Division. He has worked for INDOT for eight years.

After high school, Mickens enlisted in the U.S. Army. He is a graduate of the Army Drill Sergeant Academy and Infantry School and currently has 23 years in the U.S. Army Reserves.

"The main reason I stay at INDOT is because of the proactive and innovative work environment," Daryl said. He is able to test new ideas often in the diversity training program.

"When it comes to volunteering, to allow an at-risk student to job shadow, or raising money or food for less fortunate families, INDOT employees are second to none!"

